

INFORMATION REPORT

CD NO

COUNTRY Germany (Russian Zone)

DATE DISTR. 15 May 1952

SUBJECT Construction Projects of the DDR Railroads

NO. OF PAGES 4

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) (Enclosures)

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SUPPLEMENT TO REPORT NO. 25X1

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[Redacted]

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[Redacted]

1. [Redacted] the accelerated construction of a new railroad line between Eberswalde and Loewenberg had been ordered for 1952. The line, which will be supervised by an agency from Eberswalde, will be north of the Hohenzollern Canal. South of Eichhorst, the line will cross the Werbellin Canal at a point between the Hohenzollern Canal and Werbellinsee. The line then continues north of Liebenwalde and west of Fallenthal to join the Loewenberg-Templin railroad line. On 13 January 1952 the terrain through which the line is scheduled to be was inspected by a commission which included the SOG representative attached to the Greifswald regional railroad headquarters. (1)

2. The construction of a new railroad line between Eberswalde and Loewenberg was discussed at a meeting of construction engineers of the Bau-Union firm, Berlin, on 15 January 1952. The total costs of this project were estimated at 72 million eastmarks. The construction staff previously responsible for the building of the Berlin Outer Freight Ring was transferred to Eberswalde. (1)

3. The following information [Redacted] 25X1

a. Work on marking out the new Loewenberg-Eberswalde railroad line was started on 22 January. The line will be provided with two connecting curves establishing direct connections between Neuruppin and Templin or Eberswalde as well as Neuruppin and Mustralitz. (1)

b. The construction project of the Wuhlheide marshaling yard is still in an initial stage of planning. The plans are subject to continual modifications because of new and contradictory technical demands. (2)

c. [Redacted] the construction of a connecting curve near Tsch is to be postponed indefinitely.

d. The connecting curve west of Mustralitz will be completed as scheduled on 24 January. It will then be possible to start work on the construction of the connecting curve west of Hauen, which will establish a direct connection between Kremen and Hamburg. (3)

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- 25X1 4. [redacted] the Berlin regional railroad headquarters [redacted] 25X1
connecting curve near Mustornark would be opened to traffic on 25 January 1952.
- 25X1 [redacted] the safety and telecommunications installations would 25X1
be ready by 15 February 1952. (2)
- 25X1 5. [redacted] 25X1
25X1 [redacted]
- a. Through traffic on the Bad Freienwalde-Wingornswalde railroad line has been started. The Oderberg/Pralitz-Saaten/Henndorf line sector was completed.
- b. Surveying for a rail link between the Berlin-Neustrelitz and Neustrelitz-Wittenberge railroad lines has been ordered.
- c. A design for the construction of a connecting curve near Writz was made. (4)
- 25X1 6. [redacted] 25X1
25X1 [redacted] An enlargement of the bridge over the Oder River near
Kuesstrin was to be completed in 1952. (5)
- 25X1 7. On 8 January 1952, [redacted] the superstructure for a second track
was being built at the railroad bridge over the Oder River near Kuesstrin. The
span from the eastern bank of the river to the first pier was completed. A
track had already been laid on this span, and construction material was hauled
on it to the first pier, where welding and riveting operations were observed. (5)
- 25X1 8. On 18 December 1951, [redacted] the following construction projects
were being executed by the Bauunion firm in Berlin:
- a. Connecting curve at Uberswalde:
The track of this curve runs south west of the railroad line from the Writz
railroad station as far as Uberswalde, crosses the Uberswalde-Barnau line
near the Uberswalde railroad station and joins the Uberswalde-Freienwalde
railroad line east of Uberswalde. Shunting operations in Uberswalde will
not be required. Construction work is supervised by one Mueller (Dau).
About 110 workers are employed on the project, the cost of which is
estimated at 3.5 million Eastmarks.
- b. Improvement of the Beeskow-Uckro railroad line:
The Beeskow-Luebben and Luckau-Uckro sectors of the Beeskow-Uckro railroad
line are being reinforced. The Luebben-Luckau sector of this line need not
be improved as its trackage is in good condition. (6)
- 25X1 9. [redacted] 25X1
25X1 [redacted] the efficiency of the Seddin and Mustornark
marshaling yards:
- a. The Seddin marshaling yard is provided with two humps, one for the
formation of trains and one for splitting up trains. An average of 1,320 freight
cars were handled there daily during the period from January to October
1951. A total of 51 locomotives, including 4 type 38, 18 type 52, 21
type 74 and 2 type 99 locomotives, are assigned to the Bahnbetriebswerk
(Operations Headquarters) (Bw) of the marshaling yard.
- b. The Mustornark marshaling yard also has two humps and a daily capacity of
1,097 freight cars. A total of 31 locomotives, including 26 type 52,
4 type 99, 1 type 56, and 3 type 64 locomotives, are assigned to the local
Bw.

(7)

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- 25X1 10. On 18 January 1952, [redacted] the rerouting of the Hesse-
burg-Muerfurt railroad line, the so-called Seisseltal line, will be
carried out as a priority project. (8)
- 25X1 11. [redacted]
- 25X1 [redacted] the
improvement of the Wusternark marshaling yard cannot be completed
before 1953 owing to a shortage of construction materials. (7)
- 25X1 12. [redacted]
- 25X1 [redacted] the Postzow-Niederneuendorf
railroad line is to be closed and dismantled. (9)
- 25X1 13. [redacted] 25X1
[redacted] 25X1
[redacted] preparations for the construction of the Loewenberg-
Eberswalde railroad line were to be made without delay. The project
will be executed by the Greifswald regional railroad headquarters,
while the surveying will be done by the surveying department of the
Berlin regional railroad headquarters. Colonel Trusov (Inu), Soviet
representative at the Greifswald regional railroad headquarters, took
an active part in the establishing the route of the new line. (1)
and (10)
- 25X1 14. [redacted] 25X1
- 25X1 [redacted] the connecting curve [redacted] at Loewenhorn [redacted] 25X1
- 25X1 [redacted] is to be built in 1952 at an estimated cost of 3.5 25X1
million eastmarks. (1)

[redacted] Comments.

- (1) According to concordant information in the present report, work on the
construction of the Eberswalde-Loewenberg railroad line has been started.
Plans for this project were reported previously. The line will establish
a northern bypass around Berlin. For sketch of project, see Annex 2.
- (2) This marshaling yard on the eastern sector of the Berlin Outer Freight Ring,
will be the largest of its kind in the Soviet Zone of Germany.
- (3)

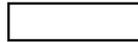
The construction of a connecting curve near Mauen
is reported for the first time. For rough sketches of the locations of these
curves, see Annex 2.

- (4) This rail link is to establish a direct connection between the Eberswalde-
Angermuende and Eberswalde-Templin lines. For location sketch, see Annex 3.
- (5) The construction of the railroad bridge over the Oder River was reported
previously. For status of construction work, see Annex 4.
- (6) The improvement of this line will establish a better connection between the
Frankfurt/Oder-Cottbus and Berlin-Dresden north-south rail routes.
- (7) The two marshaling yards, which are being enlarged, are located to the west
and southwest of Berlin respectively.
- (8) The rerouting of the Seisseltal railroad line is included in the 1952
construction program of the Halle regional railroad headquarters.

This single-track line is of importance for the coal, ore
processing and hydrogenation plants in this area.

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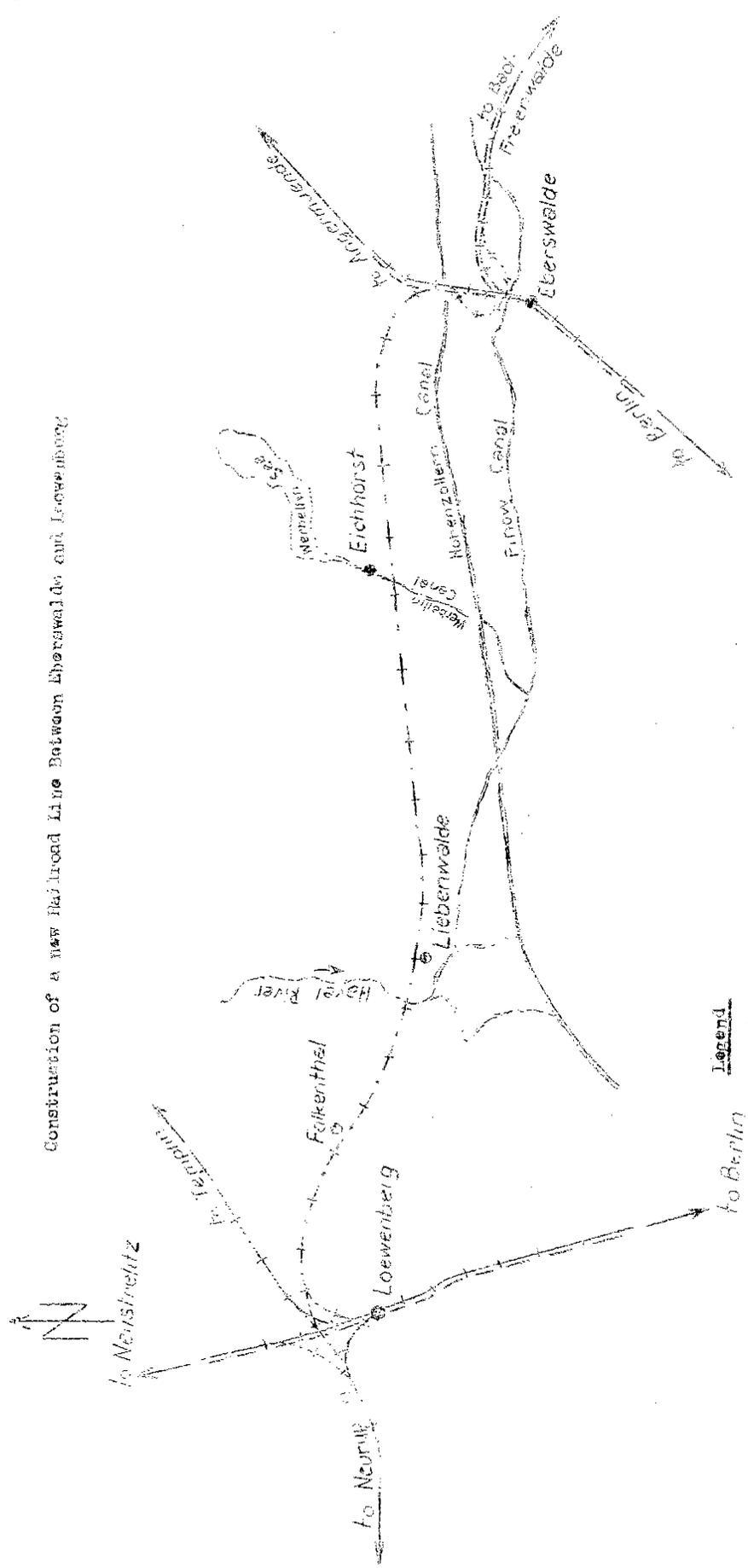
- (9) The closing of this railroad line was necessitated by the construction of the Paretz-Miederneuendorf Canal.
- (10) -rusov was previously known as being the Soviet representative at the Greifswald regional railroad headquarters.

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Annex 1

Construction of a new Railroad Line Between Eberswalde and Liebenwalde

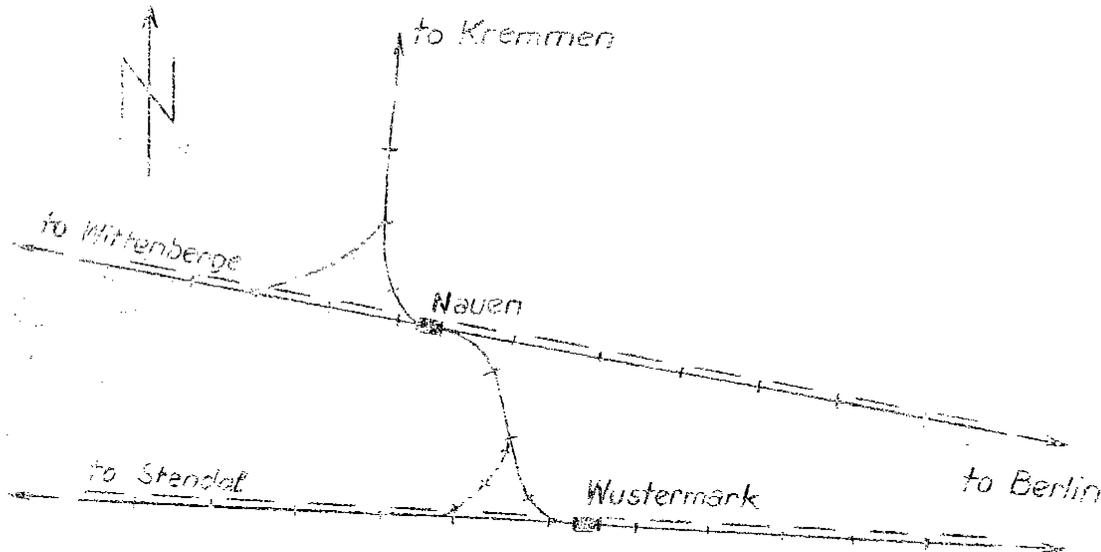


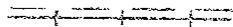
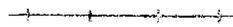
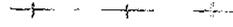
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Annex 2

Construction of the Connecting Curve near Nauen and Wustermark



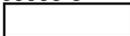
-  formerly double track, one track dismantled
-  single track
-  under construction
-  proposed connecting curve

not to scale

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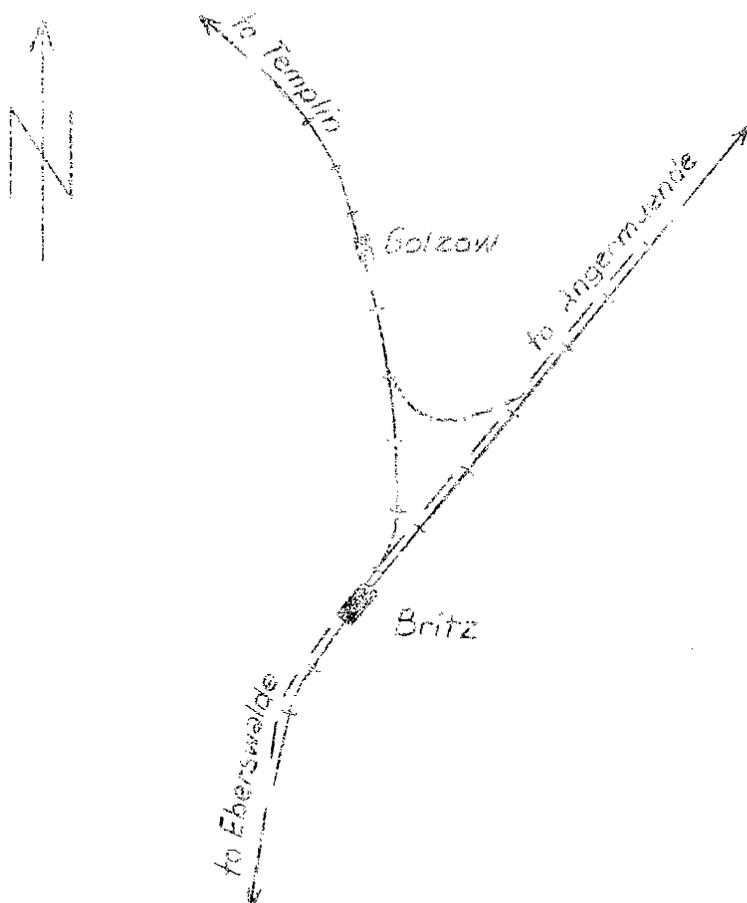
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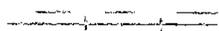
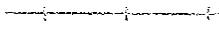
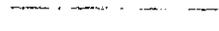
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Annex 2

Connecting Curve near Britz



Legend

-  formerly double track, one track dismantled
-  single track
-  proposed connecting curve

not to scale

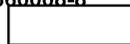
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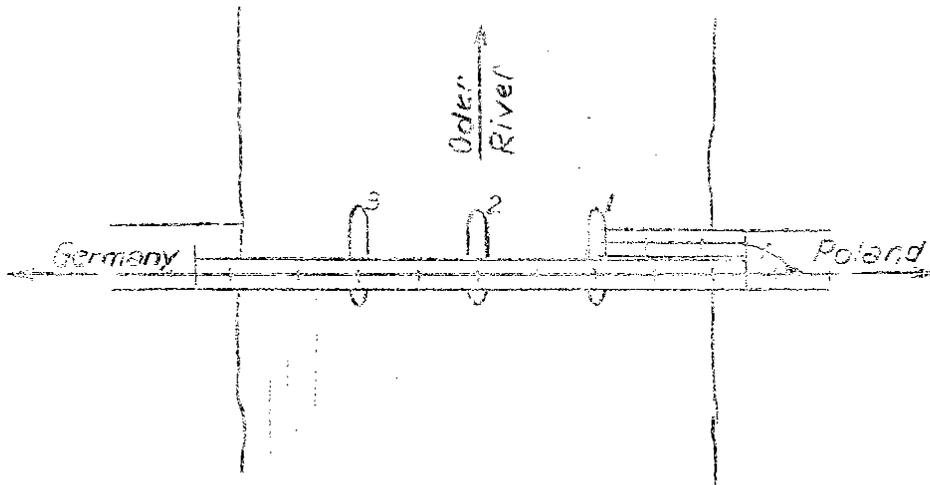
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Reconstruction of the Second Track of the Railroad

Bridge over the Oder River near Kuestrin



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